SECRET
(When Filled In)

FILE INFO

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25X1

IDEALIST

THIS IS AN OPS HAZARD REPORT

25X1   1. [   ] REQUESTS THAT A SERVICE BULLETIN BE INITIATED

TO EQUIP THE U-2R WITH ONE (1) EXTERNAL REAR

VIEW MIRROR AND TWO (2) INTERNAL COCKPIT MIRRORS.

2. AN EXTERNAL MIRROR IS CONSIDERED ESSENTIAL TO THE

25X1 [   ] PILOTS. THEY [   ] USE IT AS THEIR PRIMARY MEANS OF   25X1

DETERMINING IF THE AIRCRAFT IS CONNING, WHICH IS A

MANDATORY ABORT ITEM ON PENETRATION MISSIONS. THE

MIRROR IS THE ONLY MEANS TO CHECK THE TAIL AREA FOR

SUMP TANK FUEL VENTING IN CASE OF A FLOAT VALVE MAL-

FUNCTION. FURTHER, THE PILOTS HAVE BECOME ACCUSTOMED

TO CHECKING THE TAIL CONTROL SURFACES BEFORE TAKE-OFF

WITH THE EXTERNAL MIRROR.

3. INTERNAL MIRRORS ARE ESSENTIAL FOR CHECK-

ING PRESSURE SUIT FITTINGS, CONTROL VALVES, CABLES

AND CONNECTIONS. THE NEW HELMET VISIBILITY AND PRESS-

URE SUIT GLOVES RESTRICT THE PILOT FROM CHECKING THESE

FORM 2820
12-67

(44)

FILE INFO

SECRET
(When Filled In)

REPRODUCTION PROHIBITED

ACTION	1		6		11		16	
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FUNCTIONS. THE POCKET MIRROR IS CONSIDERED INADE-

QUATE, ESPECIALLY IN CASE OF A RAPID DECOMPRESSION.

WE FEEL IT IS AN OPERATIONAL HAZARD NOT TO PROVIDE

THE PILOTS WITH A POSITIVE MEANS OF CHECKING HIS

SUIT FITTINGS, ETC.

THE RELATIVE LOW COST OF THREE MIRRORS IS CONSIDERED

A CHEAP ENOUGH PRICE TO PAY FOR THE ADDED INSURANCE AND

INCREASED MISSION EFFECTIVENESS.

S E C R E T

BT